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Hongkong, 15th June, 1905.

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## The Hongkong Telegraph

HONGKONG, TUESDAY, AUGUST 22, 1905.

## TIENTSIN-CHINKIANG RAILWAY.

An extremely important question is involved in the special telegram which we publish to-day stating that the Waiwupu desires to see the Tientsin-Chinkiang railway agreement cancelled. It is necessary to understand the situation in order to grasp the significance of the attitude adopted by the Foreign Office of the Chinese Government. The proposed Tientsin-Chinkiang railway was projected some nine or ten years ago when the railway boom in China was at its height. Every European country recognised the immense possibilities of vast and profitable trade in laying a network of railways through China. The Germans, having acquired a *locus standi* at Kiaochow, proceeded to construct a triangular road to Yichow and Tientsin. The British and German railway concessionaires determined to build a line from Tientsin to Chinkiang, which would touch at Tsinan. The contract for the latter railway was signed, but no survey had been made, although it was known that the railway was bound to prove a commercial success, touching as it did a prosperous and thriving district. At the same time the Germans made their position clear that they considered themselves entitled to preferential rights so far as railway enterprise went in the province of Shantung. The meaning of the Anglo-German contract was, therefore, that while British contractors were authorised to construct the Tientsin-Chinkiang line from Chinkiang to a spot near Yichow, the Germans would control operations from Yichow to Tientsin, thereby being in a position to determine the conditions which should operate over two parallel lines, running within a comparatively short distance of each other. It may be noted that Chinkiang is the distributing centre for the provinces of Kiangsi, Kiangsu, Anhui, Shantung and Honan, so that although it is not a large city as cities go in China, having only some 150,000 inhabitants, its trade is exceedingly valuable. In this matter of the Tientsin-Chinkiang railway Britain and Germany have worked loyally together, and it has never for a moment been suggested that Germany would be unable to fulfil her part of the enterprise. When the Boxer rebellion intervened to set back for a time the schemes of those interested in opening up the country, the furtherance of railway enterprise naturally suffered, but there was never any suggestion that it was other than merely dormant. When the air had cleared somewhat, Britain at once proceeded to impress her views on the Chinese Government that the railway must be proceeded with, and so successful was the home Government through the Minister at Peking that Britain obtained all the necessary rights and privileges to proceed with the construction of her section of the Tientsin-Chinkiang line. It seems that German contractors were hardly prepared—except under new conditions which were set forth and embodied in an agreement that was submitted for signature to the Chinese Government—to commence with the railway at the moment. Whereupon the Chinese authorities pointed out, quite fairly in our opinion, that many foreign syndicates had obtained concessions for the building of railways, but had made no real attempt to take advantage of these concessions. The Chinese Government demanded proof that the German concessionaires were in a position to begin operations on the proposed line immediately; and apparently the assurances of the German Minister on this head were not considered satisfactory, for we find the German Minister complaining that his British colleague is supporting the Chinese Government. The demand that Germany should give clear proof of her subjects' ability to proceed with the construction of the Tientsin-Chinkiang railway without further delay does not seem to be an unreasonable one in view of the numerous concessions which have been granted and have never been utilised. The Canton-Hankow railway, for instance, is still in the air, and is not likely to materialise for some time to come. At all events, when Germany protested that Sir Ernest Satow was in sympathy with the Chinese Government's demands, an answer

was promptly given that the British alone had the right to build the railroad, and that Germany could not be permitted to claim preferential rights in railway matters in Shantung. Of course, this imported fresh matters of controversy into the diplomatic dealings with the Chinese Government. Baron Mumm von Schwarzenstein, the German Minister, was in communication with his Government, and eventually the situation was cleared, the Anglo-German agreement ratified by the Chinese Government, and everything made ready for a beginning with the operations on the line. Now the Chinese Government, repenting of their action in signing the agreement, wish to have it cancelled. At that rate, considering how long the question has already been under discussion, the railway would never be built. Sir Ernest Satow has emphatically declared that the railway agreement cannot be cancelled; the German Minister has telegraphed home for instructions, and it would seem that the long and dilatory methods which so frequently characterise the action of the Chinese Government in matters of reform are again in the ascendant. Apparently the Waiwupu are unwilling to see the projected railways in China built by foreigners. They have been making strenuous appeals to the gentry of Kwangtung to subscribe the capital necessary for the construction of the Canton-Hankow railway, and so far as we can learn that appeal has been successfully answered. But there is no sign that any attempt to start operations has been made. Even with regard to the Canton-Kowloon railway there was some effort made to delay matters, by insisting that Chinese concessionaires should have the right to construct the line to the British frontier. Fortunately that difficulty was easily passed, and in characteristic fashion the British Government has begun the work of surveying the route. So that while the Chinese Government is considering the idea of constructing the Canton-Hankow line the Canton-Kowloon railway will be completed. Once the Canton-Kowloon line is finished, it will be the duty of the British concessionaires to push the line on to Hankow and that may prove the easiest solution of the problem, unless the American syndicate, which was lately believed to have the intention of starting the railway and has so far failed to appear on the scene, decide to come forward at the last moment. Originally the Canton-Hankow railway was projected as an Anglo-American affair, and it may yet turn out that the first idea will be realised. The whole line was estimated to be about 700 miles in length, of which 600 miles belonged to the American concession. With regard to the Tientsin-Chinkiang railway there is no reliable data as to the length of the line, but a glance at the map will show that it should be about the same length as the southern route from Canton-Hankow. Every writer of any importance has insisted on the value of the Tientsin-Chinkiang railway as an important factor in widening the horizon of the people in the provinces of Shantung, Kiangsu and Honan, and it is to be regretted that there should be this hitch when everything seemed settled. The Germans, we are told, are ready to build their section of the line; the British are simply waiting for the opportunity, and the whole trouble seems to be that the Waiwupu are alarmed at the prospect of these railways being operated by foreigners. It is a most unsatisfactory position for everybody concerned. Fortunately in Sir Ernest Satow we have a representative who is thoroughly acquainted with the character of the Chinese Government and he is not likely to be bluffed by a little talk on the part of the Waiwupu. The railway has to be built—it will be built by Britain alone if necessary, but by Britain and Germany if all goes well. And the sooner a start is made the better it will be, unless we are to have a repetition of the Canton-Hankow muddle.

## LOCAL AND GENERAL.

ADMIRAL Alexeieff arrived in Paris on 14th ult.  
MR. A. R. Lowe leaves Marseilles for Hongkong on Friday, and is due here about the 18th prox.

No case of plague has been reported since yesterday at noon. The number recorded so far this year is 281, of which 266 terminated fatally.

Vice-Admiral Diedrichsen, the former commander of the German squadron in the Far East, has recently retired. The Admiral is only a few years over 60.

ORDERS have been given for the preparation of drafts of Royal Garrison Artillery for Egypt, Singapore, Hongkong, and Mauritius. These drafts will embark in the early autumn.

This suggestion is put forward as having come from French diplomatic circles that Tokio is likely to be honoured in the near future with visits from both the Prince of Wales and the German Crown Prince. The latter, it is stated, on the occasion of Prince Arisugawa's visit to Germany, promised to return the visit.

DAMAGE estimated at ¥100,000 was done to the M. B. Co.'s Buildings at the Hashima coal mine in the recent typhoon.

THE Seoul-Fusan railway pays a dividend at the rate of 5 per cent. per annum. The daily receipts average Yen 9 per mile.

THE civilian inhabitants of Korsakoff were rescued by the Japanese from the brutal violence of the Russian convict volunteers.

A RUSSIAN lady from Korsakoff reports that that town was fired and looted by the Russian Volunteer troops, who were all convicts.

RETURN of visitors to the City Hall Reading-room for the week ending the 20th August:—Non-Chinese, 166; Chinese, 51; Total, 217.

THE First Bank, which is now the Korean Government bank, pays a dividend at the rate of 10 per cent. per annum, puts ¥250,000 to reserve, carrying forward a similar amount.

TICKETS booked for the Volunteer Promenade Concert, which was to have been held on Saturday last, will be available for Friday next the day to which the entertainment had to be postponed.

THE relief of the L.B.D.'s on the China Station, the new crews for which were, according to previous arrangements, to have left England about August 1st, have been postponed till further notice.

AMERICAN papers say that Mr. Root only accepted the Secretaryship of State on condition that President Roosevelt undertook to strenuously support his candidature at the next presidential election.

WE (*Hongkong Times*) understand that the difficulty with the Opium Farm has been settled by giving the present Farmers the monopoly for four years, in place of three, while the price has been slightly reduced. In addition, the revenue the Farm has to pay this year has been considerably reduced, and will be increased each year, the average for the four years being Tcs. 8,802,000.

THE *Mainichi* states that the Japan-Volunteer Fleet Association, has given orders to the Kawasaki and Mitsui Bishi Dock Companies for the construction of certain warships for the proposed Volunteer Fleet. Three vessels are to have a speed of 21 knots, and each to carry eight quick-firing guns. It is intended that they shall be used for the purpose of capturing the enemy's transports and other similar work.

THE *Takungpao* newspaper published in Tientsin states that it has received news from Shantung to the effect that there is a rumour of a widespread conspiracy on foot in that province to rise against the Germans, the date set being the 18th day of the 8th moon (16th September next). It is alleged that each family is to provide one fighting man, whose equipments are to be paid by public subscription. Rumours of this kind are hardly casual in China.

ACCORDING to a Peking despatch, H.E. Viceroy Yuan Shih-kai is fast ascending to the top, for his Excellency's influence over the Empress Dowager is such that he stands now in the position which it took the late Li Hung-chang ten times as long to occupy. Rarely a day passes in which there are not at least half a dozen secret code telegrams from the Empress Dowager to the Viceroy asking for his advice. Viceroy Yuan Shih-kai can easily be styled to-day the most powerful subject of the Throne.

GOVERNOR Ting of Yunnan wires to the Waiwupu that the monks of the Barking Temple having incited the desperadoes and disorderly elements of Kiangtung to an uprising, an expedition was despatched which has had the effect of dispersing the rowdies. But owing to the state of the roads the troops could not deal with the desperadoes effectively. Prefect Li has petitioned that he has found one of the missing missionaries. In the meantime more men are being sent out to look for the other missionaries.—*Sin Wan-pao*.

GREAT preparations have been made for the special performance at the circus this evening on the occasion of the visit of H.E. the Governor and suit. Fitzgerald Bros who are providing such excellent entertainment each night may be relied upon to put up a good show during the few remaining days of their season in Hongkong, and as the tramway company is furnishing a splendid service of cars to and from Causeway Bay there is no reason why the circus tent should not be crowded on each occasion on which a performance is given.

It is reported that the net half-yearly profits of the Imperial Chinese Railways for the six months ending March 1, 1905, amount to a little over £325,000, and that if this rate of progress is maintained, as is confidently expected, the year's profits will, even after paying interest on the loan and providing the stipulated sum for amortisation, amount to over £600,000. With this sum the Chinese Government has already commenced the construction of the 120-mile line to Kalgan. Experts believe that even after the war, which has helped the railway, the development of trade in Manchuria will continue to such an extent that this profit will remain undiminished.

THE presence of a painted cartoon, in the latrine at the corner of Tung Mau Lane and Des Voeux Road, Central, having been reported to Inspector Smith, he went last evening to the place and there found the cartoon in question, which was of a somewhat amusing character. In the centre seated on a chair was a drawing supposed to represent Mr. Fung Wa Chun, depicted in the form of a jester, but labelled with the full name, so there should be no misunderstanding. In front of him were two jokers, saluting him, while at the side was a third joker who was arresting a coolie in the act of posting up one of the objectionable placards. It is believed that a coolie was the originator of this cartoon, but a search of certain premises revealed nothing whatever to connect him with the affair.

It is regrettable to hear that the rate of mortality in the neighbouring French colony of Saigon has been abnormally high within recent months in the European population. For July 46 deaths had to be recorded and for the first week of this month there were 19 deaths and amongst the latter is to be included the manager of the Chartered Bank.

REGARDING mosquito bites a correspondent writes to a home paper in these terms:—Some dozen years ago I had a particularly bad time with mosquito, and the irritation of the bites made life almost unbearable. With me was an old sapper, and he told me to rub the bites with damp salt, the irritation immediately ceased, and since then I have never minded much "being eaten" as this simple remedy is always handy.

THIS morning Mr. F. A. Hazeland gave his decision in the case of the placards. "The two men were unable to set up any defence. Mr. Gray Scott, manager of the Electric Tramways Co., said that the posting of these placards was in no way affecting the company's business. The Chinese employees, however, did not like it and might be affected by it. The two men were fined \$25 each, with the usual alternative, and warned against a repetition of their offence."

It is announced in the *London Gazette*, published on 14th ult., that the King has been graciously pleased to appoint Count Taro Katano, Prime Minister of Japan, to be an Honorary Member of the Civil Division of the First Class of the Knights Grand Cross of the Most Honourable Order of the Bath. It is further announced that the King has given directions for the appointment of Baron Jutaro Komura, the Japanese Minister for Foreign Affairs, to be an Honorary Member of the First Class of the Knights Grand Cross of the Most Distinguished Order of St. Michael and St. George.

THE following telegraphic information, dated 16th inst., has been received from the Sumatra Director and Manager of the Maatschappij tot Mij-Bosch-en Landbouwexploitatie in Langkat, Ld.:—

Daily aggregate output of Crude Petroleum	Gallons 81,000
Crude Petroleum in Tanks at date	" 110,000
Kerosene made since the date of the preceding half-monthly telegram	Cases 77,000
Kerosene shipped since the date of the preceding half-monthly telegram	" 77,000
Kerosene in stock at Refinery at date	" 68,000

As announced in our columns not long since the London managers of the Hongkong and Shanghai Banking Corporation entertained a party of Japanese and English friends at dinner on 17th ult. at the Greyhound Hotel, Hampton Court, to meet Mr. Korekiyo Takahashi, Vice-Governor of the Bank of Japan and Special Commissioner of the Imperial Japanese Government, in celebration of the successful completion of the last Japanese loan. Mr. A. M. Townsend, who presided, proposed Mr. Takahashi's health in a short and quite informal speech, acknowledging the exceptional ability and tact displayed by the Japanese Commissioner in conducting to a successful issue the important financial negotiations which had successfully resulted in the placing of Japanese loans on the market during the course of a great war to the aggregate amount of 82,000,000 sterling. Mr. Takahashi replied in the same cordial tone, expressing his deep appreciation of the valuable support which Japan had met with "in the most critical period of her national existence."

ON the Borneo Wharf yesterday, a score of rough men in rough garb, and many big, loosely-built women were wrestling, through the medium of the Russian language, with the native hawkers of food and clothing for the possession of something to improve their no doubt scanty supplies. According to the *Singapore Free Press* of 15th inst., they were part of a small crowd of Russian refugees from Saghalien, whose departure from the Slav territory has been rendered necessary by recent developments in that part of the universe. They were being conveyed to Europe by the French mail *Tonkin*. Among the crowd of exiles were officials of the *Amur*, and the boat also carried the Russian Governor of Saghalien. The same day Captain Hawtreys, acting Chief Police Officer, received information that a number of Russians were in the town, creating a disturbance. The men were alleged to have escaped convicts from the island of Saghalien, Captain Hawtreys himself with a posse of men went to Beach-rod where the men were taken in charge after some little trouble, and were then put aboard the *Tonkin* again.

FOR the purpose of illustrating a point in a case which was heard in Summary Jurisdiction to-day—His Honour Mr. A. G. Wise, Puisne Judge, on the bench—a junk lamp was brought into Court. A more dilapidated looking article it would have been difficult to imagine. It had only one protected side, the glass in the other three oblongs having been smashed or perished for some other purpose. It was not straight at any angle. The oil-tank was a battered tin pan; the wick was a piece of dirty rope nearly an inch and a half long; and the top of the can came off without troubling about being unscrewed. That was the sort of a lamp which served to "warn vessels in the harbour that a junk was in the way." It failed ignominiously when a fast steam launch came along and crashed into the junk. Yet it was almost pathetic to witness the pride of the junk owner in his travesty of an illuminating agent. It might have been an Aladdin's lamp by which genii could be conjured from the depths. At genii was a lamp that would give "brilliant light for ten or twelve hours a night" according to his statement. "Brilliant" was rather clever. His Lordship remarked that he had seen these lamps, of the sort now produced, before in connection with junk cases. They were utterly useless for the purpose they were supposed to be used. His Lordship did not say that such lamps should be hung overboard, but he hinted that, and perhaps the shipping authorities may consider the matter worth thinking about.

## E L E G R A M S.

## "HONGKONG TELEGRAPH" SERVICE.

## PEACE HOPEFUL.

## RUSSIAN REINFORCEMENTS.

## REPORTED COUNTERMANDED.

[From Our Own Correspondent.]

Shanghai, 21st August, 2.55 p.m.

It is reported that Russia has countermanded the instructions for the despatch of reinforcements for Manchuria.

[The above wire appears to confirm a San Francisco telegraphic message to the Manila papers in which it was stated that "what is regarded as the most hopeful indication of peace is an order of the Tsar countermanding the despatch of more troops to Manchuria." Ed., H.K.T.]

## RAILWAYS FOR CHINA.

## THE TIENTSIN-CHINKIANG LINE.

[From Our Own Correspondent.]

Shanghai, 21st August, 2.55 p.m.

The Chinese Government intends borrowing the further sum of £500,000 from the Belgians for the purpose of railway development.

The Waiwupu is desirous of having the Tientsin-Chinkiang line agreement cancelled, but H.E. Sir Ernest Satow says it will be impossible for this to be done.

Baron Mumm von Schwarzenstein has telegraphed to Berlin for instructions in the matter.

[With reference to the above telegram, on April 14th, our Shanghai correspondent sent us the following wire which throws further light on the subject:—The German Minister has held long interviews at Peking with Prince Ching and His Excellency Wu Ting-fang in connection with the proposed German section of the railway from Tientsin to Chinkiang. Baron Mumm von Schwarzenstein declares that his compatriots are willing to commence operations immediately. The Russian Minister is supporting the action of his German colleague. The Chinese Board decline to sign the agreement pressed for by Germany unless the part concerned can establish sufficient proof of the commencement with the laying down of the line will be made forthwith. The Chinese Ministers point out that many foreign syndicates have obtained concessions from the Chinese Government for the building of railways which they have so far made no real attempt to commence. The German Minister complains that Sir Ernest Satow is supporting the Chinese Government; but Great Britain's representative asserts that the British alone have the right to build the railroad.—Ed., H.K.T.]

## LARGE "ORANG UTAN" KILLED AT SUANZAMBAH.

Lieut. A. Tucker Wardrop has very kindly given us (*N. N. Borneo Herald*) details in regard to the above. On Saturday 15th ult. Police Constable Antonio, No. 178, who is on duty on the Suanzambah River was walking through the jungle when he saw a large "Orang Utan" coming toward him. It made as though it would attack him so he fired a shot at it from a snider rifle he was carrying; the bullet went through the fleshy part of the animal's leg but did not disable it and as it was very fierce and threatening Antonio called for assistance. Sixteen Malays who were working not far away came up at P.C. fired a second time, the bullet going through the "Orang Utan's" stomach. Its vital even then, was so great that with two serious wounds it was more enraged than ever. He tried its utmost to get at the P.C.—the Malays then got sticks and tried to hold the animal down but found it impossible to do so; in mad rage it got hold of some of the natives and threw them with force to the ground. P.C. Antonio finally managed to fire all the cartridges he had at it and it then made off, and notwithstanding its numerous wounds managed to climb a tree. The Malays cut down the tree and just as they did this the "Orang Utan" fell dead. It is difficult to believe that having received so many and such severe wounds, the brute was able to move, but the "Mias" is noted for his immense strength. Wallace, in his "East-Indian Archipelago" was one of the first Europeans to write with intimate knowledge of the "Orang Utan" or "Mias" as it is named in the Malay, and he lays stress on its great vitality, strength and courage.

The measurements of the animal just killed are as follows: Breadth from left finger tip to right finger tip 8 feet 3 inches.  
Chest 38 inches.  
Height 5 feet 2 inches.  
We question the height, for the "Mias" has not been known to attain the figures supplied had it been 4 feet 2 inches it would have seemed more correct. Probably there has been an error in measuring. The skin could be seen at Mr. Wardrop's house.

## SHIPPING AND MAILS.

MAILS DUE  
English (*Nippon*) 24th inst. 8 a.m.  
Indian (*Labrang*) 25th inst.  
German (*Roon*) 30th inst.  
German (*Prinz Bismarck*) 29th inst.  
Canadian (*Tartar*) 30th inst.  
The C. N. Co.'s *Shanghai* left Shanghai on 20th inst. p.m., and is due here on 24th inst.  
The O. & O. S. Co.'s *Coptic* sailed from Yokohama on 19th inst., for Hongkong via Kobe, Nagasaki and Manila and is due to arrive here on 3rd prox.



## TELEGRAMS.

[Ruler's]

## The Peace Conference.

LONDON, 20th August.  
It is stated in Portsmouth that Mr. de Witte has declined to entertain Article No. 17, regarding the limitation of a Russian naval force in the Far East. He has intimated, however, that Russia has no intention of maintaining a naval force in the Far East which will constitute a threat to Japan, or any other Power.

Baron Rosen dined with President Roosevelt last night. It is concluded that the President is endeavouring to prevent a rupture of the negotiations.

Later.

Baron Rosen has conferred with President Roosevelt for an hour. It is known that President Roosevelt before inviting Baron Rosen secured the active cordial support of Great Britain, France and Germany, and that he also communicated with the Mikado.

## The Anti-American Boycott.

Mr. Conger's special mission to China will not affect the position or the duties of Mr. Rockhill.

## Resignation of Lord Curzon.

It is officially stated that Lord Curzon has resigned the viceroyalty of India. Mr. Bal four has communicated the resignation to the King.

[We learn that Lord Curzon made an important speech at the Viceroy Council on 18th ult. on the subject of the new scheme of Indian army administration. Referring to Mr. Brodrick's despatch, he explained that the Government of India were instructed to introduce without delay a form of military administration of which they learned only for the first time in the despatch, and said they must be pardoned if they were somewhat surprised at the manner in which it was thought necessary to convey those orders. He insisted on the fact that the new scheme was not of their creation. All they had been able to do was to effect the removal of some of its apparent anomalies and to place its various parts in more scientific relation to each other. The maintenance of the constitutional authority of the Government of India had been the sole object which he and his colleagues had had in view throughout the discussion.—Ed., H.K.T.]

## The Cruise of the British Channel Squadron.

The British Channel Squadron has arrived at Esbjerg.

The *Nord Deutsche Gazette*, in an article evidently inspired and intended to allay the excitement produced by the cruise of the British Squadron in the Baltic, says that the visit is merely a reply to the repeated visits of German warships to British ports, and every sober-minded British and German subject wishes the visit will contribute to the mutual esteem of two great civilized nations.

## SANITARY BOARD.

At the fortnightly meeting of the Sanitary Board this afternoon, the following are among the items to be brought forward.—

## TO PREVENT NUISANCES.

Dr. Pearce, Medical Officer of Health, intimated: I can find no definite instructions issued to Inspectors with reference to the practice of storing manure and manuring gardens with human excrement. From C. S. U. 9509 of 1904 it is not clear what action was definitely decided upon by the Board to be taken in this matter. I have therefore drawn up the attached instructions which I propose to send out if the Board consider that it represents exactly what the Board wishes. The instructions submitted are as follows:—With reference to the custom of the storage of excremental matter for the purpose of manuring gardens, please note that by-law 8 of the Scavenging and Conservancy Laws requires the removal of such matter to the conservancy boats. The use of such matter in gardens is therefore illegal in the Colony, and if you find any householders not obeying this by-law apply for a notice under section 30 of the Public Health and Buildings Ordinance. Further, any accumulation of such matter within the city of Victoria or within sufficient distance of any public road or dwelling house must, if it gives rise to evil smells, be regarded as a nuisance and a legal notice, if necessary, be applied for under section 26 (3). As regards Kowloon, in farming districts so far removed from main roads that it cannot be said that a nuisance detrimental to the health of passers-by or dwellers in the neighbourhood (other than the farmers themselves) is caused by the above mentioned accumulations, action need not be taken. With regard to the use of this excrement, of either kind, for manurial purposes in villages and districts unfrequented by the public, it is almost if not quite impossible to prove that any one householder has allowed it to be removed to the gardens instead of to the boats. By-law 3 referred to above cannot therefore be strictly enforced. If it is desired to prevent the use of fresh excrement as manure by the farmers or gardeners themselves, this can only be done by proving a nuisance to exist which may be dangerous to health. This practice may certainly always be dangerous to health and especially in times of epidemics of cholera or typhoid. Notices, therefore, under section 26 (3) should be served on all gardeners and farmers in the Colony who use this manure for their vegetables, which has the appearance of being at all fresh, i.e. which has not been thoroughly subjected to the decomposition process which goes on in the usual Chinese manure pit.

Mr. Rumjahn intimated: I think "reasonable" should be substituted for "sufficient" in par. 2. Gardeners in the City invariably use urine as manure for flower plants. This should be put a stop to.

The Hon. the Director of Public Works intimated: In par. 2, no definite distance should be stated instead of using the word "sufficient"—Query, 50 yards?

## STEAM LAUNCH OWNERS SUE.

SEQUEL TO A COLLISION AT SHAIKUAN.

An interesting case was heard in the Court of Summary Jurisdiction to-day, His Honour Mr. A. G. Wise, P. M. Judge, on the bench. Cheung Sui sued the Shun Tai firm for \$168.80, as damages caused by a collision with a steam launch belonging to the defendants. It was set out in the statement of claim that the junk *Yuen Hok* was lying at anchor at Shaikuan when the floating steam launch came along and through the negligent navigation of the defendants or their servants a collision occurred whereby the junk was damaged.

Mr. Master, of Johnson, Stokes & Master, appeared for the plaintiff; Mr. Beavis, of Wilkinson & Grist, represented the defendant firm. Mr. Master said that the junk was lying at anchor in Shaikuan harbour at her usual anchorage. The steam-launch had passengers for Sai-ye-chun, and came along about 4.50 a.m. and ran into the junk. The questions to be considered by the Court were whether there had been negligent navigation, and whether the lamps on the junk were lighted. It was for the defendant to prove that there was no negligence.

His Lordship—I suppose it is really a question of lights.

Mr. Beavis—That is the whole question. Mr. Master cited an 1869 authority to show that the presumption was that the vessel which ran into another was to blame, and on her fell the burden of proof whether the lights were burning or not.

His Lordship—This is Common Law, not Admiralty.

The plaintiff said the junk was lying at anchor at Shaikuan harbour on the night of the 7th inst., with an ordinary Chinese lamp showing at the top of the mainmast. He had introduced without delay a form of military administration of which they learned only for the first time in the despatch, and said they must be pardoned if they were somewhat surprised at the manner in which it was thought necessary to convey those orders. He insisted on the fact that the new scheme was not of their creation. All they had been able to do was to effect the removal of some of its apparent anomalies and to place its various parts in more scientific relation to each other. The maintenance of the constitutional authority of the Government of India had been the sole object which he and his colleagues had had in view throughout the discussion.—Ed., H.K.T.]

In cross-examination, the witness said he was lying between 360 or 480 feet from the shore (30 or 40 cheungs). It was a clear morning, and there was no wind blowing. When he first saw the steam launch, she was about 100 feet away and as she approached she reduced her speed. She was running very slowly when she collided.

In fact she was hardly moving at all?—Just moving.

When you first saw her before the speed was reduced was she running fast?—Yes, very fast.

Did she reduce her speed because she saw you and heard you shout?—She reduced her speed because she had to land her passengers. What did you shout?—You, steamer there, must stop or reduce your speed.

Anybody else on the junk shout?—Yes, a foki. What did he shout?—Steamer, stop the engine.

His Lordship—Were there junks between you and the shore?—Yes, several tens of them.

Continuing, the witness said that when the collision occurred he was so busy looking after his junk that he had no time to say a word to the launch people. The junk would have sunk if he had not bled it out. The launch people did not say a word to him, but just started off for Sai-ye-chun. After the collision the lamp on his junk fell down, and all his things were disturbed. He saw a European and a Chinaman on the bridge of the launch when the collision occurred.

Another witness spoke of the collision and said the light on the junk was burning brightly. It was quite as bright at 4 a.m. as it had been the night before. The junks close to the wharf carried no lights but the others did.

For the defendants, evidence was led disproving the statements made by the plaintiff as to a light being exhibited on board the junk. It had been suggested by the witnesses for the plaintiff that the light fell from the masthead as the result of the collision, but that was denied. As to the position of the junk when struck by the launch, evidence was brought to show that the statements of the plaintiff's witnesses were not to be depended upon in this connection.

His Lordship, in delivering judgment, said that that Court did not take into consideration the ordinary rules of the Admiralty, but looked at questions from the point of view of Common Law. In this case if there had been any contributory negligence on the part of the plaintiff he could not recover damages. There was only one point to consider—Did the junk carry lights or not? If it carried a light at the time the collision took place it must recover on that point. The people on the junk said the lamp was lighted; but the witnesses on the other side said it was not. One witness said he had seen the light, but he evidently lied because he said he was in the bows of the launch with the captain. Every one knew that Chinese passengers would not be allowed to stand beside the captain in that position. With regard to these lights, His Lordship did not think the plaintiff had proved that the lamp was alight at the time of the collision. He would not say it was not alight at some part of the night, but he did not think it was proved, in fact he did not believe there was a light. The people were all asleep on the junk at the time and only woke up when the launch collided with the junk. Under these circumstances there would be judgment for the defendant with costs.

## THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 22nd at 12.5 p. The barometer has risen over N. China and Luzon, and remains steady in S. China.

Pressure is highest over the Pacific to the E. of the Loo-Choo.

Gradients are slight on the China coast and moderate SE. and E. winds may be expected in the Formosa Channel and the N. part of the China Sea.

Forecast:—Light or moderate SE. winds, showery.

## DODWELL v. MUSS.

APPLICATION IN COURT.

At Shanghai, on the 15th inst., before Mr. F. S. A. Bourne, acting judge, the case of Dodwell & Co. v. Ernest Joseph Moss was again called on. It was in the form of an application in which the defendant and appellant sought for the dissolution of an interim injunction granted by H. R. M. Provincial Court at Foochow on the 16th day of June, 1905.

Mr. F. Ellis, addressing the Court, said that he appeared for Mr. Ernest Joseph Moss whom in these proceedings he proposed to call the defendant and appellant.

Mr. R. N. Macleod appeared for the plaintiff and respondent.

Mr. Ellis, for the defendant and appellant, said:—To make it quite clear to your Lordship what, precisely, our contention is, I would refer my Lord to the pleadings which have been filed. You have, doubtless, already looked at them. They were transferred here from Foochow by way of record. There is a petition in the Court below, which will eventually be tried in this Court. We apply for the dissolution of an injunction granted against the defendant Moss, restraining him from carrying on business in Foochow, Hongkong, Colombo and elsewhere. For the purposes of this case, it would be essential to consider what was meant by that injunction. I submit that your Lordship should take into consideration what was the covenant, which I think I may read. I would especially refer your Lordship to Clause 4 in the argument. This covenant was drawn up by George Benjamin Dodwell and Ernest Joseph Moss of the one part and Dodwell and Co. of the other part. By clause 4 of the agreement, each of the vendors agree with the Company that he will not at any time thereafter trade in Foochow and certain other places specified.

With regard to an interlocutory injunction, the question is what are the circumstances under which a Court may issue one. On this point I think I could not do better than refer your Lordship to the White Book which I see before you. I am reading from the last (1905) edition, on page 693. It says:—To entitle plaintiff to an interlocutory injunction the Court should be satisfied that there is a serious question to be tried at the hearing, and that on the facts before it, there is a probability that the plaintiff is entitled to such relief. Now, if your Lordship will read the covenant, you will see that there is an absolute restraint of trade. I would now refer your Lordship to the greatest authority on injunctions, namely, Carr on Injunctions. I am reading from the 4th (1903) edition, page 14, where it says that 'The man who seeks the aid of the Court by means of an interlocutory injunction must show that he is likely to suffer irreparable injury otherwise.' It explains further on that all that is meant by the word irreparable is, that the injury must be serious and not easily reparable by damages. It would remind your Lordship of what is the common mode of procedure in England. The party against whom an injunction is applied for should be made to keep an account of the possible profits he might make with regard to the particular business.

I would also refer your Lordship to the case of Plympton v. Filler on page 289 of the 4th Chancery edition 1876, and especially to Lord Justice James's remarks thereon, also to Lord Justice Hagguley's words on page 290. Again on page 490 Lord Coleridge's remarks on the case of the Mogul Steamship Co. v. MacGregor are worthy of note in this connection. Further on page 190 of the 15th Chancery Division (1880) I would direct your Lordship's attention to the case of Mitchell v. Henry.

Mr. Ellis proceeded to quote further references, which his Lordship noted. Mr. Macleod replied briefly, laying stress on the fact that defendant in this action was at present a bankrupt. His Lordship said he would require time to study the cases quoted by Mr. Ellis and would remand the case sine die.

The Court then rose.

## NEGRO MURDER TWELVE ON A SCHOONER.

New Orleans, July 12.—One of the bloodiest tragedies in the annals of crime, with robbery as its motive, occurred June 30th off the Honduras coast, ten miles from the port of Ceiba. Out of the thirteen people on the schooner *Olympia*, twelve fell before the deadly aim of Robert McGill's rifle in his desperate fight for self-preservation and greed for gold. The sole survivor is a young woman, Miss Elsie Morgan, who lives through her own gameness and presence of mind.

Robert McGill, a negro, whose father is a preacher in the town of Ceiba, heard that the *Olympia's* captain had arranged a trip to buy cattle and knew that he had quite a large sum on board. This amounted to 1400 soles (about \$700) and was stowed in the captain's bunk. McGill plotted to stow himself away on the schooner and wait until everybody on board had gone to sleep, then take the money, fight his way to liberty if he was molested and escape in a dory. He got aboard the boat unseen, armed with a Winchester rifle. When he thought the time ripe, he emerged from his hiding place and made for the captain's bunk. He killed the captain, and the shot awakened the others on board. He went on deck and waited until the men came up. Then he shot them down like dogs, one by one, until there was only one man left.

This man was ordered to go below and scuttle the ship, which he obediently did. Then he, like the others, fell with a bullet in his heart. McGill then went in search of two women, Miss Morgan and Mrs. Rose, who were passengers. When they came on deck he ordered them into the dory, and pushed off from the sinking schooner. The negro shot Mrs. Rose and threw her body overboard. Then he shot Miss Morgan, but the bullet hit her in the arm. She jumped overboard, and he fired at her several times. Fearing her strength would not last until she could reach the shore, she swam back to the dory, when the negro said he would not harm her. When within an oak's length the brute struck her a stunning blow. She fell back in the water and pretended to be dead. She floated thus with only her nose out of water, and, thinking she was drowned, the negro started toward the mainland.

The inhabitants of the island on which she took refuge, found Miss Morgan hiding in the undergrowth near the beach. Searching parties captured the negro two days later at El Porvenir. He is condemned to die by hanging.

## THE "SULLY."

FRENCH OPINION PESSIMISTIC.

Under the title "The refloating of the Sully" and the sub-heading "Will they abandon the salvage operations?" the following paragraph appeared in the *Courrier d'Haiphong* on the 14th August: "We ought to be eager for news of the refloating of the Sully, but it has to be stated that the famous dock from Hongkong has not yet been placed in position. Moreover, the sea at the present time makes the operation difficult, not to say even dangerous, so that it has been rendered impossible to take any steps towards the salvaging of the cruiser owing to the great risks which prevail from day to day."

"After a period of seven months, the Admiral has decided to reduce the number of men appointed to guard the Sully night and day from 85, which is the number at present employed, to 45."

## SHIPPING TETSAM.

On arrival at Plymouth on 15th ult. the officers of the *St. Kilda*, in course of conversation, laughed at the suggestion that any pressure had been used to compel their release at Port Said, and said they had been treated kindly on the *Dnieper*. They were free to leave the ship at Port Said, but were content with their quarters, and but for the insistence of the British authorities would have continued the voyage in the *Dnieper* to Libau.

The British steamer *Cranley*, Captain Steele, the first vessel to leave Odessa since the beginning of the disturbances and the mutiny on board the *Kniaz Potemkin*, arrived at Constantinople on July 9, homeward bound. Capt. Steele states that when he left Odessa a large number of steamers, mostly British, were lying in the port, waiting to load or unload their cargoes, but they would probably have to leave without doing so. The *Cranley* was formerly employed carrying coolies from China to Durban.

While lying in the roadstead of Acajutla recently, the Pacific Mail liner *City of Peking*, Captain Robinson, was struck by lightning and had her mizzen topmast shattered. For some hours the storm had raged as only a Central American storm can prevail when it gets under way, and the culmination was a visitation of a thunderbolt that seemed at the time to have shattered the vessel. When the storm had passed and the crew could make an investigation, it was found that the mizzen topmast had been carried away. Part of the noise attending the storm had probably been caused by the falling of the upper works of this mast. It had been broken squarely in two and the severed parts were lying upon the deck. No other part of the big steamer suffered from the thunderbolt. The passengers during the storm were almost in a state of panic, but were reassured by the officers, who said that such storms were common on that coast. The *City of Peking*, which by the way was a regular caller at this port, suffered only a few hours' delay by the storm.

## COLLISION IN THE HARBOUR.

Mr. Basil Taylor, Harbour Master, held an inquiry at the Harbour Office this morning into the circumstances connected with the collision which took place between the steam launch *Yan Wo*, Fung Tai, master, and the steam launch *Lee Hung*, Pang Cheung, master, in the waters of the Colony on the morning of the 20th inst.—Fung Tai said he left the Yau-mai Ferry wharf at about 11.40 a.m. on the 20th inst. As soon as he shoved off he saw defendant's launch coming from Yau-mai, and backed out from the wharf, defendant being about 110 feet of his starboard beam when he got clear of the wharf, coming straight at witness. The *Lee Hung* came straight on and hit witness abreast of the wheel, the *Yan Wo's* engines still going astern at the time of the collision. The coxswain was not at the helm of the *Lee Hung* at the time. A man named Cheung Kai Shing was at her helm.—The master of the *Lee Hung* said he was coming with passengers from Yau-mai to Victoria when on approaching the wharf he blew one long blast on his whistle, meaning that his engines were going half-speed. He stopped when about 200 yards from the end of the pier, as he was going to the eastern side, the other launch lying at the western side. Witness was steering at the time. When about 100 yards off he saw the *Yan Wo* coming out from the pier stern first, and going out far enough to get her bows level with the end of the wharf, when she went ahead again and put her bows into the wharf to pick up some more passengers. On seeing this witness went astern, being then about 40 feet off. The *Yan Wo* then backed out again and the collision took place by witness's launch coming up between the *Yan Wo* and the wharf.—Mr. Taylor:—Discharged with a caution; you are both equally to blame.

## NAVAL NOTES.

It is announced that the strength of the China Squadron in the future is to be two armoured cruisers, one as flagship, six protected cruisers, four sloops, and special service vessels, nine river gunboats, and a flotilla of fourteen destroyers including six of the new "river" 25-knot type. With the return of the seven battleships the squadron will revert to its former status, prior to the ill-fated schemes of Russian aggression in the Far East.

## COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.  
London—Bank T.T. 1/11 1/16  
Do. demand 1/11 1/16  
Do. 4 months sight 1/11 1/16  
France—Bank T.T. 2/4 1/2  
America—Bank T.T. 2/4 1/2  
Germany—Bank T.T. 2/4 1/2  
India T.T. 1/4 1/2  
Do. demand 1/4 1/2  
Shanghai—Bank T.T. 1/4 1/2  
Singapore T.T. 1/4 1/2  
Japan—Bank T.T. 1/4 1/2  
Yan—Bank T.T. 1/4 1/2

Drying.  
6 months' sight L/C. 1/11 1/16  
3 months' sight L/C. 1/11 1/16  
30 days' sight San Francisco & New York 4 1/2  
1 months' sight do. 4 1/2  
30 days' sight Sydney and Melbourne 1/11 1/16  
4 months' sight France 2/4 1/2  
1 months' sight do. 2/4 1/2  
3 months' sight Germany 2/4 1/2  
3 months' sight do. 2/4 1/2  
Bank of England rate 2 1/2  
Sovereign 10/27

OPIMUM QUOTATION.  
To-day's quotations are as follow:—  
Per picul  
Alwa New 1/100  
Old 1/245  
Older 1/340  
Oldest 1/350  
Per chest  
Alwa New 1/112  
Old 1/1074  
Older 1/1055  
Oldest 1/1055

## To-day's Advertisements.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 12 % per Share for the six months ending 30th June, 1905, declared at Monday's Ordinary Half-yearly Meeting, will be payable at the premises of the Hongkong and Shanghai Banking Corporation, on and after TUESDAY, the 22nd August, and Shareholders are requested to apply for Dividend Warrants at the Company's Office, Queen's Buildings, New Praya.

By Order of the Board of Directors,  
THOS. I. ROSE,  
Secretary.  
Hongkong, 22nd August, 1905. [853]

DIOCESAN SCHOOL AND ORPHANAGE.

SCHOOL DUTIES will be RESUMED ON FRIDAY, 1st September.

For Prospectus, apply to—

THE HEADMASTER.

Hongkong, 22nd August, 1905. [854]

## FITZ GERALD BROS. MAMMOTH CIRCUS COMBINATION.

LAST 5 NIGHTS.

PRONOUNCED BY PRESS AND PUBLIC TO BE THE BEST SHOW EVER SEEN IN HONGKONG.

TO-NIGHT! TO-NIGHT! GRAND VICE-REGAL NIGHT.

GRAND CHANGE OF PROGRAMME.

When stalling Novelties will be presented.

His Excellency Sir MATTHEW NATHAN, K.C.M.G., Governor of Hongkong, and party will be present.

NEXT MATINEE

WEDNESDAY AFTERNOON.

LOCATION: CAUSEWAY BAY.

Prices:—Boxes and First Chairs \$3; Second Chairs \$2; Stalls 5s; Gallery (Chinese only) 50 cents. Special rates for men of the Naval and Military Services.  
Box Plan at ROBINSON PIANO COMPANY.  
Special Trains will leave the Post Office every few minutes direct to the door and will await passengers after the performance.  
A Special Tram runs to the Peak after the performance.

HAL GEORGE, Representative.

Hongkong, 22nd August, 1905. [866]

BUTTER.

DURING THE SUMMER.

WE WILL DELIVER

FRESH AUSTRALIAN BUTTER,

in 4 lb. Pals.

THE DAIRY FARM CO., LIMITED.

Hongkong, 22nd August, 1905. [49]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING"

Captain J. G. Spence, will be despatched for the above Ports, on TUESDAY, the 29th instant, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON &amp; CO., LIMITED, Agents.

Hongkong, 22nd August, 1905. [850]

S.S. "ERNEST SIMONS."

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Dordogne* and *Medoc*, and from Bordeaux ex s.s. *Ville de Marseille*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after TUESDAY, the 29th August, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 29th August, or they will not be recognised.

All damaged packages will be examined on TUESDAY, the 29th August, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 22nd August, 1905. [7]

## Intimations.

## SPECIAL SALE

AT

## ROBINSON'S

OF

## PIANOS, PIANOLAS,

## MUSIC AND MUSICAL INSTRUMENTS

## OF ALL KINDS

## PREVIOUS TO REMOVAL.

The following Pianos are thoroughly sound and reliable, and are

## GUARANTEED FOR THE CLIMATE.

Intending buyers should not miss this most favourable opportunity of securing one of these Great Bargains.

## UPRIGHT PIANOS

Manufacturer Sale Former Price

Lunan 150 8475

Cabin Piano 180 250

Hopkinson 260 480

Rosenorans 285 500

Schiedmayer 290 500

Playel 295 525

Own Make (B. P. Co.) 300 450

Kirkman 325 480

Stuart 352 450

Own Make (Over String) 385 500

Broadwood 400 600

Spaethe 400 500

Collard 500 700

Haake 525 600

Rachels 575 750

Krauss 585 650

Hopkinson 600 750

Winklemann 675 750

Steinveg 700 850

GRAND (Small & Large) PIANOS.

Collard... \$800 formerly \$950

Broadwood... 390 7



## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

## OUTWARD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"AGAMEMNON"	30th August.
GLASGOW and LIVERPOOL	"JASON"	31st "
GLASGOW and LIVERPOOL	"TEENKAI"	6th September.
GLASGOW and LIVERPOOL	"DIOMED"	14th "
GLASGOW and LIVERPOOL	"KAISOW"	21st "
GLASGOW and LIVERPOOL	"DARDANUS"	28th "
GLASGOW and LIVERPOOL	"TYDEUS"	30th "
GLASGOW and LIVERPOOL	"CHINGWO"	5th October.
GLASGOW and LIVERPOOL	"KINTUCK"	12th "

## HOMEWARD.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"PAKLING"	12th September.
GENOA, MARSEILLES & L'POOL	"ACHILLES"	20th "
LONDON, AMSTERDAM & ANTWERP	"ANTENOR"	26th "
LONDON, AMSTERDAM & ANTWERP	"ALCINOUS"	10th October.
GENOA, MARSEILLES & L'POOL	"AGAMEMNON"	20th "
LONDON, AMSTERDAM & ANTWERP	"DIOMED"	24th "

## TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH  
THE NORTHERN PACIFIC RAILROAD CO.  
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL  
OVERLAND COMMON POINTS IN THE UNITED STATES  
OF AMERICA AND CANADA.

## EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"JASON"	3rd September.
	"TYDEUS"	1st October.

## WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"YANGTSE"	28th September.
	"KEEMUN"	30th October.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 21st August, 1905.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"PAKHAI"	23rd August.
SHANGHAI	"KALGAN"	25th "
SWATOW, WEL-HAI-WEI, CHEFOO and TIENTSIN	"OHILHI"	26th "
MANILA	"TAMING"	29th "
SHANGHAI	"SHAOHSING"	29th "
KOBE	"CHANGSHA"	6th September.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
\* The Attention of Passengers is directed to the superior Accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly  
qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 22nd August, 1905.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon and Stewards carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 26th August, at Noon.
RURI	2540	A. H. Netley	"	SATURDAY, 2nd Sept., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 14th August, 1905.

## HONGKONG—NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.  
(With Liberty to Call at the Malabar Coast.)

Steamship	About
"SIERRA BLANCA"	20th September.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 12th August, 1905.

## BOO CHEONG.

STATIONER AND PAPER MERCHANT,  
No. 20, Pottinger Street.HAS always on hand all varieties of  
Stationery, Printing and Note Papers,  
Copying Presses, also Automatic Cyclostyle  
and Eklans Duplicator.  
Hongkong, 23rd February, 1905.TSANG FOO & CO.,  
COAL MERCHANTS AND STEVEDORES.SHIPS Coaled from alongside at the shortest  
notice, and with all possible despatch.  
Prices Moderate. Telephone No. 329.  
Hongkong, 1st October, 1904.

## Shipping—Steamers.

## HONGKONG-MACAO LINE.

S.S. "WING CHAI"  
Captain T. AUSTIN, R.M.R.THIS Steamer departs from Hongkong on  
Week Days, at 7.30 A.M. and on Sun-  
days at 8.30 A.M. Departs from Macao on Week  
Days at 5.30 P.M. and on Sundays at 5.30 P.M.  
if tide permits.FARES.—Week Days, 1st Class, including  
Cabin and servant, Single \$3; Return Ticket,  
\$5; 2nd Class, \$1; 3rd Class, 50 cents.  
Every Sunday will be an Excursion, at the  
following rates:—1st and 2nd Class, Single  
Ticket, \$1; Return, \$2; 3rd Class, Single, 50  
cents, Return, 30 cents; Stewards, 10 cents.  
Breakfast, Tiffin and Dinner can be supplied  
either on Board, or at the Macao Hotel, for  
returning passengers only, at an extra charge  
of \$2.On Sundays, passengers desiring to have a  
Private Cabin which has accommodation for  
two or more passengers, will be charged \$3  
extra.  
First Class Passengers, who do not care to  
return on the Excursion Sunday, will be allowed  
to do so the following day (Monday) on pro-  
duction of the Return Half Ticket. Should  
the Steamer not run on the Monday, owing to  
the Boiler cleaning, due notice will be given  
by the Captain, and the Half Ticket will be  
available for the following day.  
The Steamer is lit throughout by Electricity.  
The Steamer's wharf at Hongkong is at the  
Western end of Wing Lok Street.MING ON & Co.,  
2nd Floor, No. 16, Victoria Street,  
Hongkong, 13th June, 1905.

## STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" 1,309 J. P. MARTIN.

"KWONG TUNG" 1,338 H. W. WALKER.

Leave Hongkong for Canton at 9 every  
evening (Saturday excepted).Leave Canton for Hongkong about 5.30  
o'clock every evening (Sunday excepted).These Fine New Steamers have unexcelled  
Accommodation for First Class Passengers and  
are lit throughout by Electricity. Electric Fans  
in First Class Cabins.

Passage Fare—Single Journey \$4

Meals " " " " \$1 each.

The Company's Wharf is a short distance  
West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 26th June, 1905.

## TRIPS TO CANTON AND MACAO.

THE Yok On Company's Splendid Steamer

"YING KING,"

1,088 tons, Registered.

Captain E. I. Page, will leave Hongkong for  
Canton every Morning at 8 o'clock, returning  
to Hongkong every Evening about 5 o'clock,  
Sundays excepted.On SUNDAYS she will make an EXCUR-  
SION TRIP TO MACAO, leaving Hongkong  
at 8.30 A.M., and returning from Macao about  
7.30 P.M.The "YING KING" is especially fitted for  
these runs, is the newest, fastest and most  
luxuriously furnished steamer on the line and  
is lighted throughout with Electricity, also hot  
and cold water is supplied.

## FARES:

First Class single journey to Canton \$3.00

Second " " " " 1.50

First class single journey to Macao 1.00

" " return " " 2.00

" " single " " 80 cents

Second " " " " 1.50

Third " " " " 50 "

Breakfast, Tiffin, or Dinner \$1 each only.

Wine and Spirit of the best brand are used.

The wharf in Hongkong is at the West end  
of Wing Lok Street.The wharf in Macao is the same as the  
S.S. "PATERSONA."

For further information, apply to the Office of

YUK ON S.S. CO., LD.,

No. 216, Wing Lok Street, Hongkong,

or to

Messrs. WENDT &amp; Co., Canton Agents.

S. A. NORONHA, Macao Agent.

Hongkong, 17th August, 1905.

## REGULAR STEAMSHIP SERVICE

## TO NEW YORK,

via PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

Steamship About

"SHIMOSA" 27th August, 1905.

"SATSUMA" 25th September, "

For Freight and further information, apply

to

DODWELL &amp; Co., LIMITED,

Agents.

Hongkong, 15th August, 1905.

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI via SWATOW	"AMARAT"	WEDNESDAY, 23rd Aug., 3 P.M.
TIENTSIN	"ESANG"	FRIDAY, 25th August, 3 P.M.
SCAPORE, SRABAYA & SAMARANG	"SUISANG"	FRIDAY, 25th August, 3 P.M.
MANILA	"LOONGSANG"	FRIDAY, 25th August, 4 P.M.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

\* These Steamers have superior accommodation for First-class Passengers, and are fitted  
throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 22nd August, 1905.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

## PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To sail at Daylight on
"ARAGONIA"	5,198	Schuldt	September 1st, 1905.
"NICOMEDIA"	4,370	Wagemann	September 26th, "
"NUMANTIA"	4,370	Feldtmann	October 14th, "
"ARABIA"	4,483	Metzentin	November 7th, "

The S.S. "Nicomedia" left Portland on August 17th, and is expected to arrive here on or about  
September 16th.Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to

S. SILVERSTONE, Acting General Agent.

## "BEN" LINE OF STEAMERS.

FOR MARSEILLES, LONDON AND

ANTWERP.

THE Steamship

"BENLARIQ."

Captain Wallace, will be despatched as above,  
on or about the 27th instant.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; Co.,

Agents.

Hongkong, 3rd August, 1905.

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland  
Ports, and taking through Cargo to Adelaide,  
New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN."

Captain Ellis, will be despatched for the above  
Ports, on WEDNESDAY, the 6th September,  
at Noon.This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber, which ensures the supply of Fresh Provi-  
sions, Ice, etc., throughout the voyage.This Steamer is installed throughout with  
the Electric Light.A duly qualified Surgeon and Stewards  
are carried.M.B.—To assure the additional comfort of  
passengers the steamers of the Company have  
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; Co.,

Agents.

Hongkong, 12th August, 1905.

## FOR SINGAPORE AND CALCUTTA.

THE Steamship

"SAMBIA."

Captain Lüthning, will be despatched for the  
above Ports, TO-MORROW, the 23rd instant,  
at 5 P.M.

For Freight, apply to

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 22nd August, 1905.

BRITISH INDIA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PUNDUA."

Captain Swanson, will be despatched as above  
on SUNDAY, the 27th instant, at Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co.,

Agents.

Hongkong, 21st August, 1905.

## NOTICE.

THE Public are hereby informed that no  
change has been made in the Rates of  
Subscription to the Hongkong Telegraph and  
they are warned against paying more than  
TEN CENTS (10c.) per Single Copy.THE MANAGER,  
Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1905.

## Intimation.

## THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD

HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China

Also widely circulated in Japan, Ceylon,  
China, Ceylon, India and the Far East  
generally.

A daily newspaper with weekly edition

published for despatch by the homeward mail

The daily is recommended as more generally

suitable, except for subscribers in Europe or

America.

A special feature is made of full and accur-

ate reports of local occurrences, and of mat-

ters of general interest.

## ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best

medium for advertising in China. It circulates

largely among all classes of the community,

is the largest daily newspaper and has a

wider circulation than any journal in the Far

East.

Special attention given to effectively display-

ing advertisements.

The type used is a standard for setting

advertisements is similar to this, unless we are

instructed to display the advertisement, when

any effective style of type will be adopted.

This standard runs exactly eight lines to the

inch, and about eight words to the line.

## DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages

at each insertion in the Daily and Weekly.

## CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements

can be ascertained from the Manager.

Advertisements for the Daily should reach

the Hongkong Telegraph Office not later than

noon of the day they are intended to appear.

Unless otherwise specified all advertisements

will be repeated and charged for until counter-

manded.

## JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

## PROGRAMMES

## FAYELETS.

## CARDS.

## CIRCULARS

## EXPRESS

All job printing is done under European

supervision, well turned out, free from errors,

and remarkably cheap at

## THE HONGKONG TELEGRAPH

## OFFICE

Estimates given for all classes of work on

application to

## THE MANAGER.

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road

Hongkong.

(Continued from yesterday.)

NO. II.

## THE PASSION FOR GAMBLING.

## BETTING SHOPS.

## THEIR CONVERSION TO CLUBS.

There are known to the police to-day in Sydney 25 betting shops. Eighteen months ago the number was greater by probably a dozen, but the activity of Inspector Sherwood and his officers brought about the reduction. During the period mentioned close upon £3,000 has been paid in fines by the shop proprietors, while one man received at the hands of a magistrate three months' imprisonment without the option. The last crusade of the police was responsible for a pause on the part of the layers of odds, who sought legal advice, schemed in company with their lawyers, and brought forth "club." How far this helps them to evade the law has been the subject of some consideration at the Crown Law Office, and the prevailing opinion is that the move only increases the difficulty of the police in getting evidence to support a case, and that so far from being clubs, in the general acceptation of the word, they are merely an extra-precaution to ensure no bets being made with police agents.

"Members" of these so-called clubs are comprised of the former clientele of the betting shop proprietors. They are accorded the privilege of betting as usual upon paying a subscription of 5s per annum, or, it may be, 2s. They can mostly have a run for their subscription, and it is a pretty sure thing that most of those enrolled on the books of the clubs paid their subscriptions in the way of placing the 5s on a horse. It was found convenient for "members" to be given badges in order that the man at the door might satisfy himself when his memory failed him as to a face. The badges are of various designing. One club has adopted a metal pass; it takes the form of a monogram. Others are not so elaborate, but as a check are just as effective. Some of the betting clubs also have resorted to badges. One before the writer is a piece of leather, with the word "Confidence" chastely printed on its surface.







## Mails.



THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.

(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL AMERI-  
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

## "MALTA."

Captain R. A. Peters, carrying His Majesty's  
Mails, will be despatched from this for  
BOMBAY, on SATURDAY, the 26th August,  
at Noon, taking Passengers and Cargo for the  
above Ports in connection with the Company's  
S.S. *Macedonia*, 10,500 tons, from Colombo.  
Passengers' accommodation in which vessel is  
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France  
and Tea for London (under arrangement) will  
be transhipped at Colombo into the Mail  
steamer proceeding direct to Marseilles and  
London; other Cargo for London, &c., will be  
conveyed from Bombay by the R.M.S. *Caledonia*,  
due in London on the 8th October.

Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.

For further Particulars, apply to  
L. S. LEWIS,  
Acting Superintendent.

Hongkong, 12th August, 1905. [2]

MESSAGERIES  
MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, ADEN, EGYPT,  
MARSEILLES, LONDON,  
HAVRE, BORDEAUX,  
MEDITERRANEAN AND BLACK SEA PORTS.

## The S.S. "ARMAND BEHIC."

Captain E. Guionnet, will be despatched for  
MARSEILLES on TUESDAY, the 5th  
September, at 1 P.M.

Passage tickets and through Bills of Lading  
issued for above ports.

Cargo also booked for principal places in  
Europe.

Next sailings will be as follows:—

S.S. *ERNEST SIMONS*, 19th September.

S.S. *POLYNESIE*, 3rd October.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 22nd August, 1905. [7]

NORTHERN PACIFIC LINE.  
BOSTON STEAMSHIP COMPANY.  
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C., AND TACOMA,  
VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
<i>Lyra</i> .....	4,417	G. V. Williams	At Sept. 15
<i>Pietades</i> ...	3,753	F. G. Purington	—
<i>Shawmut</i> ...	9,606	E. V. Roberts	—
<i>Tremont</i> ...	9,606	T. W. Garlick	—
<i>Hyades</i> .....	3,753	Geo. Wright	—

1 Cargo only.  
Steamer marked (\*) have no second-class  
passenger accommodation.

CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont*  
are fitted with very superior accommodation for  
first and second class passengers. The  
large size of these vessels ensures steadiness  
at sea. Electric fan in each room.  
Barber's shop and steam-laundry. Cargo  
carried in cold storage.

For further information, apply to  
DODWELL & CO., LIMITED,  
General Agents.

Queen's Buildings,  
Hongkong, 22nd August, 1905. [8]

## ACHEE &amp; CO.

ESTABLISHED 1859.

FURNITURE,

GENERAL HOUSEHOLD.

REQUISITES.

&c.

&c.

&c.

Telephone 256.

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.  
Hongkong, 16th May, 1905.

## Insurance.

NORTH GERMAN FIRE INSUR-  
ANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above  
Company are prepared to accept First  
Class FOREIGN and CHINESE RISKS at  
CURRENT RATES.

SIEMSEN & Co.

Hongkong 28th May, 1905. [52]

## To Let.

## TO LET.

A BUILDING at CAUSEWAY BAY, at  
present in occupation of the Steam  
Laundry Co., Ltd.  
No. 1, RIFON TERRACE.  
FLATS in MORRISON TERRACE, facing  
Polo Ground.  
OFFICES in course of erection, CON-  
NAUGHT ROAD (near BLAKE PIER).  
GODOWNS: PRAYA EAST.

Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.

Hongkong, 19th August, 1905. [69]

## TO LET.

No. 3, MACDONNELL ROAD.

Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.

Hongkong, 19th July, 1905. [755]

## TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy  
Town.

Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.

Hongkong, 27th June, 1905. [692]

## TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Cause Road.

Apply to—  
H. N. MODY.

Hongkong, 4th May, 1905. [527]

## TO LET.

SEMI-DETACHED VILLAS, Two, in  
Garden Road, near the Ferry, with Fine  
Bright and Airy Rooms. GAS and ELECTRIC  
BILLS laid on. Commanding fine view of the  
Harbour.

Rents very moderate.

Apply to—  
H. RUTTONJEE,  
No. 5, D'Aguiar Street,  
37 and 38, Elgin Road, Kowloon.

Hongkong, 5th June, 1905. [627]

## For Sale.

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

## PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,  
General Managers.

Hongkong, 7th March, 1905. [50]

## TUBORG BEER.

A FIRST CLASS PILSENER BEER  
guaranteed free from Salicylic Acid,  
and any other Chemicals.

Price \$10.50 per case of 48 bottles (quarts)  
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—  
SIEMSEN & CO.

Hongkong, 10th January, 1905. [57]

## FOR SALE.

INCANDESCENT  
GASOLINE  
LAMPS

OF ALL DESCRIPTIONS,  
from the best makers.

INCANDESCENT  
MANTLES,  
CHIMNEYS,  
GLOBES,  
SHADES, &c.

for  
GASOLINE AND GAS  
LAMPS

at the most moderate  
prices.

Lamps fixed up for  
Buyers free of charge.

Naphtha of the best  
kind kept in stock.

TAI KWONG CO.,  
56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [54]

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

Supplied by Messrs. DEWAR & CO., LTD.									
STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.		
BANKS.									
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$8,500,000 \$250,000	\$1,702,728	{ \$1 15/- @ exchange 1/101 = \$18.66 67/100 for first half-year 1905 .....	5 % { \$890 ex. div. (London 289) \$38 buyers		
National Bank of China, Limited	99,925	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1903 .....	...		
MARINE INSURANCES.									
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 \$1,739	\$150,494	\$17 for 1903 .....	5 % \$335 buyers		
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$950,000 \$151,992 \$362,366 \$371,445	Nil.	\$4 1/2 for year ended 30.4.1904 .....	5 1/2 % \$78 sales		
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Interim of 7/6 1904 .....	8 % Tls. 82		
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 \$200,000 \$372,749 \$893,110 \$846,773	\$2,078,997	\$35 for 1903 .....	4 1/2 % \$750 sales		
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$750,000 \$5,000 \$5,800	\$486,284	\$12 and \$3 special dividend for 1903 .....	8 1/2 % \$172 1/2		
FIRE INSURANCES.									
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$221,241	\$329,047	\$6 dividend & \$1 bonus for 1903 .....	8 1/2 % \$84 sales		
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,505	\$360,372	\$34 for 1903 .....	10 1/2 % \$335 sellers		
SHIPPING.									
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000 \$185,000 \$85,439	\$8,832	\$1 for 1904 .....	5 % \$20		
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$250,000 \$600,000 \$145,376 \$120,000	Nil.	\$2 for year ended 30.6.1904 .....	5 1/2 % \$35		
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$145,376 \$120,000	\$8,064	\$1 for first half-year 1905 .....	7 1/2 % \$26 buyers		
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$241,150 \$3,999	\$4,435	12/- @ 1/101 = \$6.39 51 for 1904 .....	6 1/2 % \$96		
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 43,762	{ Tls. 2 1/2 final making Tls. 4 1/2 for 1904 ... Tls. 1 1/2 final making Tls. 3 1/2 for 1904 ... Interim of 1/- (Coupon No. 5) for 1904 ...	7 1/2 % Tls. 60 buyers 7 % Tls. 50 buyers 4 1/2 % 21/- sellers		
Do. (Preference)	100,000	£1	£1	\$400,000 \$4,116	\$58,852	...	...		
"Shell" Transport and Trading Company, Limited	2,000,000	\$10	\$10	\$65,000 \$24,257	\$929	{ \$1.80 for year ending 30.4.1905 .....	{ 5 1/2 % \$33 3 1/2 % \$25		
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$400,000 \$21,075	\$21,231	\$10 for 1904 .....	7 % \$145		
Straits Steamship Company, Limited	5,000	\$100	\$100	\$130,153	...	...	...		
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 98,000 Tls. 195,479 Tls. 28,000 Tls. 81,200	Tls. 4,333	Interim of Tls. 2 for 1905 .....	13 1/2 % Tls. 29 buyers		
REFINERIES.									
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000 none	\$42,812	Interim of \$10 for 1905 .....	11 % \$232		
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	Tls. 100,000	\$85,987	\$3 for 1897 .....	3 1/2 % \$25		
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	...	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04 .....	...		
MINING.									
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$40,000 none	\$7,820	Interim of 1/- (No. 4) .....	...		
Oriental Consolidated Mining Company, Limited	500,000	G \$10	G \$10	none	\$67,203	Interim of 50 cents (gold) for 1905 (No. 5) ..	...		
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	\$4,873	\$8,745	No. 12 of 1/- = 48 cents .....	...		
DOCKS, WHARVES & GODOWNS.									
Farnham (S. C.) Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 34,924	Final of Tls. 8 making Tls. 13 for 1904/5 ..	9 1/2 % Tls. 138		
Fenwick (Geo.) & Co., Limited	12,000	\$25	\$25	\$70,000	\$8,577	{ \$3.75 for 1904 on old capital First year .....	7 1/2 % \$27 buyers \$25 buyers		
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	40,000	\$50	\$50	\$250,000 \$58,473 \$300,000	\$29,422	Interim of \$2 1/2 for 1905 .....	5 % \$100		
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$31,500	\$501,332	\$6 for first half-year 1904 .....	6 1/2 % \$194 ex div.		
New Amoy Dock Company, Limited	6,000	\$6 1/2	\$6 1/2	\$55,500	\$489	\$1 1/2 for 1903 .....	7 % \$17		
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 59,880	Tls. 10,711	Final of Tls. 6 making Tls. 10 for 1904 ...	5 1/2 % Tls. 195 sellers		
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$2,100,000 Tls. 17,500	\$206,645	\$20 for 2nd half year making \$26 for 1904 ..	6 1/2 % \$385		
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	none	Tls. 2,762	Tls. 18 for 1904 .....	9 1/2 % Tls. 195 buyers		
LANDS, HOTELS & BUILDING.									
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$14,516 Tls. 34,000	\$9,028	\$2 1/2 for year ended 30.6.1905 .....	9 1/2 % \$27 ex div.		
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 8,000	Tls. 806	Final of Tls. 5 making Tls. 9 .....	6 1/2 % Tls. 135 sales		
Central Stores, Limited	6,000	\$15	\$15	\$12	\$1,502	Final of 60 cents making \$1.80 for 1904 ...	10 % \$18 sales		
Do. (Founders)	123	\$15	\$15	\$7 1/2	...	None .....	...		
Do. (New Issue)	24,000	\$15	\$15	...	...	Preferential of 7 per cent for 1904 .....	7 % \$74		
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$10,000	\$3,554	\$5 for second half-year making \$10 for 1904 ..	7 % \$150 sales		
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$250,000	\$37,875	Interim of \$3 1/2 for 1905 .....	5 1/2 % \$127 buyers		
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 20,986	Tls. 7,202	Tls. 2 1/2 for the year ending 31.3.1905 .....	14 1/2 % Tls. 17 sales		
Hotel Metropole Company, Limited	2,000	\$100	\$100	\$200,000	First year	Interim of \$4 .....	...		
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$500,000 none	\$11,958	90 cents for 1904 .....	7 1/2 % \$12 buyers		
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$377	\$3 for 1904 .....	7 1/2 % \$40 sellers		
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 828,313 Tls. 170,000	Tls. 40,066	Interim of Tls. 3 for 1905 .....	6 1/2 % Tls. 122		
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 670	Interim of Tls. 3 for 1905 .....	12 % Tls. 45 sales		
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 67,300	Tls. 725	Interim of Tls. 3 for 1905 .....	6 % Tls. 117 1/2 buyers		
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None .....	...		
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,247	Interim of \$1 1/2 for 1905 .....	6 1/2 % Tls. 12 buyers \$56		
COTTON MILLS.									
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 12,844	Tls. 4 for year ended 31.10.1903 .....	8 % Tls. 50 sellers		
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$22,862	50 cents for the year ending 31.7.04 .....	3 1/2 % \$153		
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 50,000	Tls. 13,629	Interim of 3 % a/c 1898 .....	...		
Lau-kung-mong Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4 % a/c 1898 on 6,000 shares ..	...		
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 22,050	4 % for 1897 .....	...		
MISCELLANEOUS.									
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	none	...	First year .....	...		
Pell's Asbestos Eastern Agency, Limited	8,504	12/6	12/6	\$314	\$270	1/3 per share for 1904 .....	8 1/2 % \$7 buyers		
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$8,000	\$182	\$3 for 1904 .....	8 1/2 % \$6		
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	\$1 for 1904 .....	8 1/2 % \$11 1/2		
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 30,000	Tls. 718	Interim of Tls. 5 for 1905 .....	8 1/2 % Tls. 77 1/2 sales		
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$3,739	None .....	...		
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,581	80 cents for 1904 .....	9 % \$9 buyers		
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	...	...	\$1 1/2 for year ending 31.7.1903 .....	...		
Green Island Cement Company, Limited	150,000	\$10	\$10	\$400,000 \$500,000	\$95,054	\$2 for 1904 .....	7 % \$28 buyers		
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000	\$7,551	Final of \$1 1/2 making \$2 1/2 .....	9 1/2 % \$27 buyers		
Hongkong & China Gas Company, Limited	7,000	£10	£10	\$25,394 £3,000	\$8,188	{ £1 div. and 2/- bonus for 1904 ... \$1.00 for year ending 30.4.1905 ...	7 % \$175 buyers 5 1/2 % \$91		
Hongkong Electric Company, Limited	30,000	\$10	\$5	none	\$2,151	\$5 for year ending 30.11.1904 .....	7 % \$212 1/2		
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000	\$2,796	Interim of \$4 for 1905 .....	7 % \$237 1/2		
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$60,000	\$5,356	\$10 for 1904 .....	7 % \$152 buyers		
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$25,000	\$11,137	Interim of 50 cents 30.9.04 .....	13 1/2 % \$15		
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$2,500	\$299	Interim of \$5 .....	7 1/2 % \$145 sales		
Lang, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,582	{ 2nd quarterly of Tls. 5, paid 15.6.05 mak- ing so far Tls. 12 1/2 for 1905 ...	...		
Maatschappij tot Mijn-, Bosch- en Landbouwex- ploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 528,210 Tls. 19,465	Tls. 35,549	Tls. 5 for 1902 .....	...		
Mondoo, (E. L.) Limited	7,000	Tls. 50	Tls. 50	none	Dr. \$5,537	First year .....	...		
Philippine Company, Limited	67,500	\$10	\$10	None	...	None .....	...		
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	Tls. 145,000	Tls. 8,011	Interim of Tls. 3 1/2 for 1905 .....	7 % Tls. 122 1/2 sales		
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 108,172	Tls. 10,247	Tls. 5 for 1903 .....	6 % Tls. 80 sales		
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 6,958	Interim of Tls. 6 for 1905 .....	8 1/2 % Tls. 155 sales		
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 190	Tls. 190	Tls. 24,820	Tls. 1,297	Final of Tls. 6 making Tls. 9 .....	13 1/2 % Tls. 68 sales		
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 25,000	...	Interim of 15/- for 1905 .....	4 1/2 % Tls. 420 buyers		
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 170,000	Tls. 17,220	None .....	...		
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$5,068	60 cents for year ended 31.5.04 .....	7 1/2 % \$8 buyers		
Steam Laundry Company, Limited	15,000	\$5	\$5	none	\$3,644	\$5 for 1905 .....	...		
Straits Ice Company, Limited	2,000	\$50	\$100	\$25,000	\$700	Final of Tls. 4 1/2 making Tls. 8 1/2 for 1904/5 ..	7 % T.Tls. 170		
Tientsin Waterworks Company, Limited	2,000	T.Tls. 100	T.Tls. 100	Tls. 15,295 Tls. 4,000	Tls. 1,012	{ 80 cents for year ended 31.5.1905 ... \$19.80 for 1905 .....	9 % \$9 buyers 11 % \$180 buyers		
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	\$24,000	\$551	Final of 50 cents making \$1 for 1904 .....	7 1/2 % \$14 buyers		
Do. (Founders)	100	\$10	\$10	\$100,000	\$6,090	Interim of 50 cents for year 1904/1905 .....	10 1/2 % \$11 buyers		
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$25,000	\$588	First year .....	...		
William Powell, Limited	12,000	\$10	\$10	\$3,000	...	...	...		